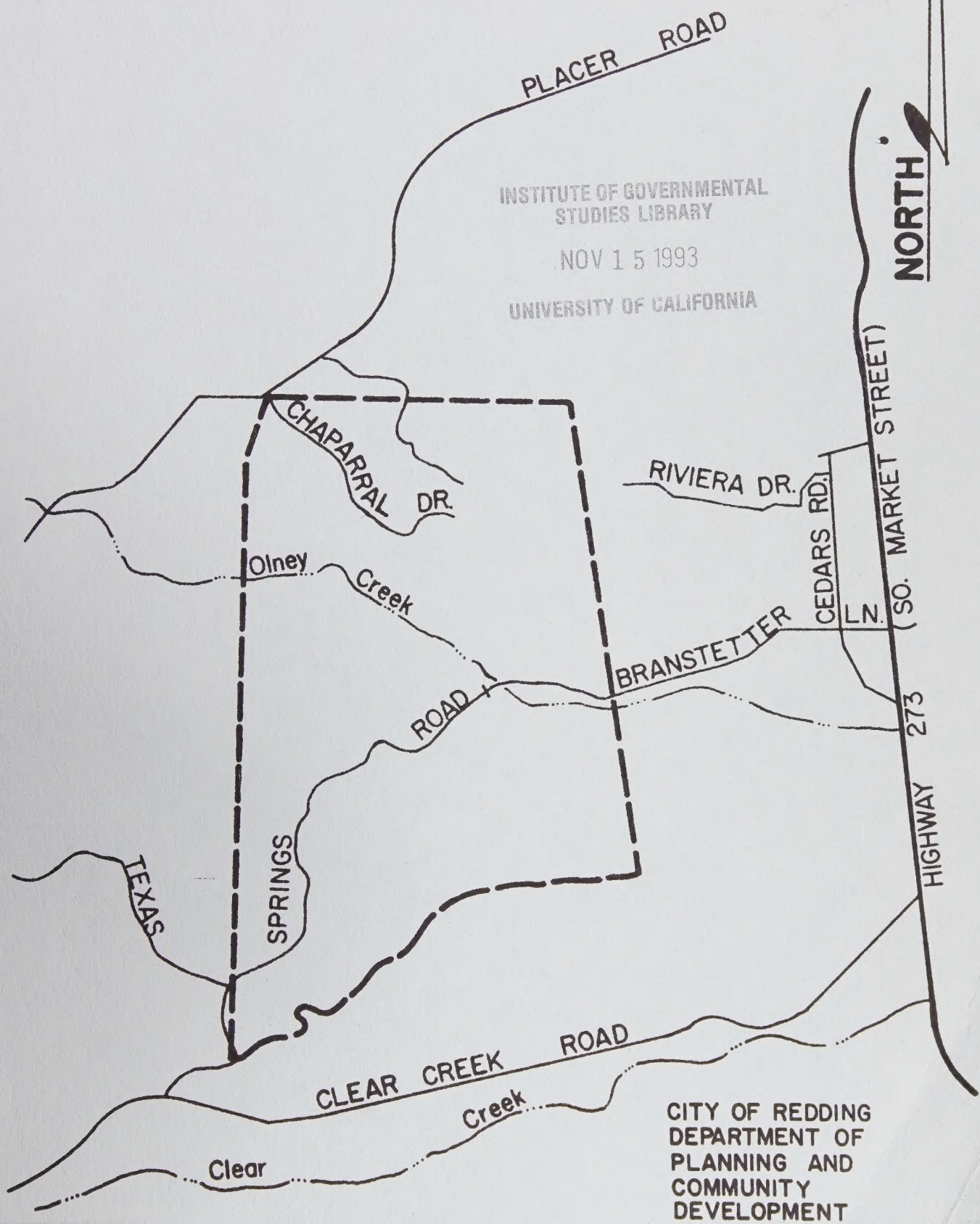


TEXAS SPRINGS AREA PLAN


GPA-5-88



CITY OF REDDING
DEPARTMENT OF
PLANNING AND
COMMUNITY
DEVELOPMENT

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I. INTRODUCTION

A. BACKGROUND

In June 1988, the City received a request for amendment of the General Plan (GPA-5-88) in the area north of Branstetter Lane, adjacent to Texas Springs Road, as depicted in Figure 1. The request would amend the General Plan for 520 acres to "Residential, 3.0 units per acre." The applicant's intent is to amend the General Plan to be consistent with his desire to seek approval of a 1,175-lot subdivision on the property.

In order to establish a comprehensive planning guide to future private and public development in the area, the original boundary of GPA-5-88 has been expanded to include the area depicted on Figure 1, comprising 3,500 acres (approximately 5.5 square miles). The proposed plan has applied land-use classifications to these properties. Approximately 1,411 acres of land area within the study area currently have a Redding General Plan land-use designation.

The City is also concurrently processing an annexation request (Annexation 88-2) comprising the majority of the amendment area (1,800 acres). In order to continue the processing of the annexation, the City must establish a General Plan and prezone the area.

The County's General Plan for the area outside the city is "RA" Rural Residential. Typically, a density of 1 unit per 2 acres is permitted under that classification, although within the Centerville Community Service District boundary, the allowable density is 1 unit per 3 acres. Figure 2 illustrates the City and County General Plan for the area.

B. REGULATORY STATUS

The Texas Springs Area Plan will serve as a guide for future private and public development in the plan area. Periodic updating of the Area Plan will be necessary as conditions in the area change. Once adopted by the Redding City Council, any addition or deletion from the document will require the Redding Planning Commission and the Redding City Council to follow the same procedures as were used in adopting the plan originally.

A determination of consistency with the Area Plan will be the same as a determination of consistency with the General Plan. If there is a conflict between the Area Plan and the overall General Plan, the more restrictive standard or policy shall prevail. Through adoption as a General Plan amendment, the land-use pattern of the Area Plan is directly incorporated into the land-use map of the Redding General Plan, thereby superseding previous land-use designations for the plan area.

By adopting this plan, the City of Redding would amend its General Plan to include goals, policies, standards, and diagrams set forth in the document for the area covered by this plan. The plan provides long-range goals and proposals together with recommendations and standards for immediate action in the plan area.

The plan is a positive step taken to realize the full potential of the Texas Springs area. Paramount concerns are to ameliorate circulation and drainage problems, reduce potential urban/rural conflicts, establish a reasonable amount of neighborhood commercial land within the plan area, to identify public facilities needed to serve the area, and to protect public health and safety.

While this plan sets forth many proposals for implementation, it does not establish new regulations or legislation nor does it rezone property. The preparation or amendment of any City ordinance, such as zoning, subdivision housing, building, or other development control, must be enacted separately through the regular legislative process. In the absence of such regulations or when already adopted regulations clearly conflict with the Area Plan, the Area Plan shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as new regulations are adopted to implement the plan. Regulations contained in this Area Plan do not apply outside of the plan area. However, as a follow-up to this plan, specific zoning will be proposed and additional area can be added to the plan through future amendment.

C. ZONING CONSISTENCY

While this Plan establishes criteria for development in the area, it does not rezone property. The preparation or amendment of any City ordinance such as zoning, subdivision, building, or other development control must be enacted separately through the regular legislative process. In the absence of such regulations or when already adopted regulations clearly conflict with the Area Plan, the Area Plan shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as new regulations are adopted to implement the Plan. Regulations contained in this Area Plan do not apply outside of the Plan Area. However, as a follow-up to this Plan, specific zoning may be proposed and additional area can be added to the Plan through future amendment. The City's zoning laws and subdivision regulations further define the uses that can be established. They also set minimum standards for how land should be developed.

D. CITY SUBDIVISION REGULATIONS

The Area Plan and its land use map control the density of residential development and the location of commercial projects and public facilities. The City's subdivision regulations control how land is further divided within the Plan Area. The layout of future subdivision must be consistent with the land and circulation map of the Plan. Consistency with the Plan will be determined by the Director of Planning and Community Development or the Planning Commission.

E. ENVIRONMENTAL REVIEW

The Redding Planning Commission found that carrying out this Area Plan may have an effect on the environment. An Environmental Impact Report (EIR-3-88) was prepared which studied how this project may affect the environment. The EIR proposed ways of reducing or mitigating future environmental problems.

Both the State and City EIR guidelines control how and when environmental studies must be prepared for projects in the planning area.

It is the City's intent that the following policies will guide future environmental studies within the planning area:

- The EIR prepared for this Area Plan shall be used for subsequent projects (such as subdivisions or development plans) that are consistent with this Plan.
- When subsequent projects are submitted to the City, the Director of Planning and Community Development or the Planning Commission will decide whether additional environmental studies will be needed.
- If the Director of Planning and Community Development or Planning Commission determine that additional studies are needed, then an initial environmental study will be prepared. If there are aspects of the project that may have significant effect on the environment and have not been adequately discussed in the EIR for this Plan, then a supplementary EIR should be prepared.
- Mitigation measures listed in EIR-3-88 are to be considered as part of a use permit or subdivision application. If measures are applicable to the project, then the project will be adjusted accordingly and follow-up shall occur to ensure implementation.
- The goal of any project is to be self-mitigating in regard to significant environmental impacts.

F. NATURE OF THE AREA PLAN

As part of the General Plan process, a city or county may choose to prepare area plans (also called area general plans, neighborhood plans, or community plans). Area plans, which are not the same as specific plans described in Government Code Sections 65450 et seq., are adopted as part of the General Plan in the same manner as elements. They can be adopted for the entire planning area or for only a small portion as the need arises. Area plans allow specific local application of jurisdiction-wide policies and create a local forum for resolving conflicts about competing interests. They are extremely useful because they can be used to involve the residents of an area directly in shaping their own community.

Area plans can be used to further the goals and policies of the General Plan. Essentially, area plans are a further refinement of the General Plan and the implementation of its goals, objectives, and standards from a general context to a more precise development context. At a minimum, area plans should include the following elements:

1. Location and standards for land uses and facilities.
2. Locations and standards for streets or other transportation facilities.
3. Standards for population density and intensity and any necessary supporting services.

4. Standards for the conservation, development, and use of resources.
5. Provisions for implementing the seven mandated General Plan elements.
6. Other appropriate measures.

G. SUMMARY OF ENVIRONMENTAL IMPACTS

Mitigation measures to reduce significant impacts of the Texas Springs Area General Plan Amendment are summarized below. In all cases, the mitigation measures are adequate to reduce the impacts to a level that they would not be considered significant from an environmental impact perspective. The greatest overall impact is the cumulative cost of constructing new public facilities to serve increased densities.

1. At build-out of the plan area, 53,000 vehicle trips will be generated, which will impact the existing street network. Mitigation measures include establishing a fee system to fund necessary road improvements and realignments inside and outside the plan area and encouraging alternate transportation. The alternative would be to retain the existing General Plan densities, which reduce traffic volumes such that many major traffic improvements may not be warranted.
2. A total of 2,082 elementary and 1,091 high school students will be generated at build-out of the study area. Most of the elementary students (1,650) would be added to the Redding Elementary School District. The mitigation measure is the designation of a 10-acre school site within the study area. The alternative would be to reduce overall densities.
3. Public water facilities will require significant expansion to serve the area at densities posed by the preferred alternative. Likewise, sewer facilities will require significant trunk line extension to service the study area. The primary mitigation measure is to establish benefit-district fee systems or other funding mechanisms to assure adequate construction financing for the required facilities.
4. The high vehicular-traffic volumes predicted will cause noise impacts on land adjacent to high capacity streets. Mitigation measures require creation of noise barriers, deep lots, increases in minimum setbacks, and noise insulation.
5. Presently, most of the study area is undeveloped and as new construction occurs, the amount of open space will decrease. Consequently, there will be a loss of vegetation and wildlife habitat. It is important to ensure that development occurs in a manner that is sensitive to areas such as hillsides and creeks. Mitigation measures include designating floodplains and steep slope areas as "Greenway," encouraging planned developments, and provision of neighborhood parks.
6. Increasing development in the study area will contribute to drainage problems already occurring in the Olney Creek floodplain east of the ACID Canal. Storm water detention facilities should be required of

specific developments to compensate for any increase in runoff due to urbanization.

H. OBJECTIVES

The following objectives were determined to be of primary concern:

- Establish a comprehensive planning guide to future public and private development in the study area.
- Preserve the aesthetic qualities of the study area.
- Provide adequate community services.
- Provide a development pattern that allows for efficient delivery of urban services that is financially feasible.
- Provide an efficient circulation pattern.
- Provide adequate neighborhood commercial land for future area shopping needs.
- Minimize land-use conflicts.
- Minimize displacement of soil, amount of grading, and potential for erosion.
- Preserve open space.
- Minimize disruption of existing vegetation and wildlife resources.
- Discourage nonresidential uses.

I. ASSUMPTIONS

The Texas Springs Area Plan is based on the expectation that strong development growth pressures will occur in the plan area during the next 20 years. The overall rate of growth for the Greater Redding Area and expanded availability of sewers will be the major determinants of development within the planning area.

It is assumed that virtually the entire area will be served by sewers. Presently, there is no public sewage disposal within the plan area, the nearest trunk line being located approximately one mile east of the study area in Branstetter Lane. Septic tanks and leach fields will also be utilized in those areas that are too remote to provide municipal sewer service economically. Enlargements to existing facilities outside of the study area and the required utility extension will be accomplished as development occurs.

The plan area encompasses approximately 3,500 acres or nearly 5 square miles. Vacant or underdeveloped parcels account for approximately 3,050 acres or nearly 87 percent of the total area. The estimated 1989 population within the study area is 330 persons with about 45 percent residing within

the City limits. The projected population based on the Area Plan is approximately 13,735 persons.

Development at densities proposed by the plan will generate an increase in traffic volumes, which will require significant upgrading of the area's arterial streets, Branstetter Lane and Texas Springs Road. The upgrade program will provide adequate capacity and level of service for projected traffic volumes.

In summary, the major assumptions made as part of the preparation of this plan are as follows:

1. There will be a demand for residential and commercial growth within the plan area.
2. The majority of the plan area will be served by sanitary sewers and public water.
3. Improvements to the existing circulation system will be necessary to accommodate the projected increases in traffic volumes.
4. Impacts from urbanization of the plan area can be mitigated to a reasonable level.

II. LAND USE DESIGNATIONS AND IMPLEMENTATION

A. LAND USE

The Area Plan map depicts a parcel-specific land use pattern with each designation intended to be translated to zoning regulations adopted by the City or County. Table 1 below presents a detailed listing of land use classifications and acreages.

Table 1
Texas Springs Area Plan
Land Use Designations

<u>Classification</u>	<u>Acres</u>	<u>Units</u>
Residential, 0.2 units per acre	88	17
Residential, 0.5 units per acre	26	13
Residential, 1.0 units per acre	28	28
Residential, 2.0 units per acre	816	1,632
Residential, 3.0 units per acre	1,080	7,240
Retail Commercial	10	
Greenway	1,300	
Public or Institutional*	142	0
Total	3,500	4,930

*Includes 10-acre elementary school site, 2-acre fire station site, 5-acre electrical substation site, and a 135-acre sanitary landfill site.

The following is a general description of the land use classifications established on the Area Plan. (It is not intended that these descriptions establish land use regulations, but rather, they are intended to give the reader or property owner a concept of the type of development to reasonably expect within the classification.)

1. Residential

The largest land use category in terms of area designated by the plan is "Residential." The designations are described in units per gross acre ranging from 0.2 units per acre to 3.0 units per acre. At full development, a total of 4,930 dwelling units is proposed. The majority of the units will be in the "Residential, 2.0 and 3.0 unit per acre" categories.

- a. 0.2 dwelling units per gross acre This single-family density is used where neither public sewer nor water are available on certain hillside areas. Other than in hillside areas, the use of this category should be used in order to prevent premature land fragmentation in advance of urban services or reduction of agriculture lands. The plan designates 88 acres in this classification resulting in the potential for 17 dwelling units.
- b. 1.0 dwelling units per gross acre This is essentially a large single-family lot urban density where public sewer is not available and where soil conditions are such as to allow the use of septic tank on one-acre parcels. This designation is suitable for steeper hillside areas and in areas where the City does not plan to extend sewer service for topographic reasons. It is essentially an urban fringe classification. Twenty-eight acres are so classified, resulting in the development of 28 dwelling units.
- c. 2.0 dwelling units per acre This is a single-family residential density with typical lot sizes ranging from 15,000 to 22,000 square feet. This is the second largest residential category and accounts for 816 acres of the total study area for a total of 1,632 units.
- d. 3.0 dwelling units per acre This is a single-family residential density with lots generally ranging from 9,000 to 12,000 square feet in area. This designation is intended for conventional single-family subdivision development in areas of flat to moderate slope. The plan proposes 1,080 acres in this category for a total of 3,240 units.

Policies

In addition to the residential density designations, the following residential policies apply within the plan area:

- (1a) Apply existing City (as annexation occurs) and County zoning regulations appropriate to designated Area Plan densities.

- (1b) Subdivision, parcel map, and use permit approvals shall require necessary right-of-way dedications and street improvements to provide public street access to the developing property.
- (1c) For determining the amount of developable land and calculating allowable densities, areas of developable land must be two acres in size or larger to apply for the density designated on the General Plan map. Isolated areas of developable land less than two acres in size and surrounded by steep slopes or floodplain shall be credited for no greater density than 1.0 unit per acre.
- (1d) Single-family lots shall not front on arterial streets.
- (1e) Parcels developing without sewer or water service shall meet Shasta County Health Department standards for septic disposal and wells. Where sewer service can be expected to be available in the reasonably foreseeable future, dry sewer lines shall be installed.
- (1f) Greenway areas consisting of slopes in excess of 20 percent and/or 100-year floodplain shall be deducted when computing allowable residential densities.
- (1g) Planned developments may be granted density bonuses pursuant to the following schedule if the property is adjacent to an arterial and if the findings listed in Section 18.36.050 of the City Code are in evidence:

<u>Area Plan Density Units/Acre</u>	<u>Maximum Planned Development Density (Units/Acre)</u>
0.5	0.75
1.0	1.50
2.0	3.00
3.0	4.20

- (1h) Residential development adjacent to an arterial street shall require a noise impact analysis considering existing and projected traffic volumes and application of appropriate noise mitigation measures and uniform fence treatment.
- (1i) Provide deeper than normal single-family lots adjacent to arterial streets.
- (1j) Adopt a hillside ordinance to establish development standards for terrain with slopes in excess of 10 percent. Mobilehome development should be restricted on slope areas in excess of 10 percent.
- (1k) Absent adoption of a hillside ordinance for the City, the following building-site standards shall prevail:
 - 1. Building sites on natural slopes up to 10 percent can utilize conventional residential-lot padding and standard-stem wall foundations such as identified in Figure 2.

2. Building sites on grades of 10 percent through 20 percent shall utilize split-level residential design with combinations of stem wall and "pier" type foundations. This minimizes the effects of large-scale pad grading. Refer to Figure 3.
- (11) The following policy, consistent with the policies of the Noise Element of the General Plan, shall apply to all residential developments located within 1,000 feet of an industrial area on the General Plan or within a 50 Leq noise-contour zone adjacent to an industrial area:
1. The developer shall submit with the tentative map application an analysis performed by a registered acoustical engineer which determines existing industrial noise levels within the project area. The analysis shall specify mitigation measures necessary to incorporate into the subdivision/building design necessary to meet the noise standards of the Noise Element of the General Plan and Title 24 of the California Administrative Code.
 2. If, as determined by the above analysis, areas are within a 50 dBA noise contour created by the adjoining industrial area, the developer may request permission to transfer all or part of the density credits for the area within the noise-impact zone to other locations on the property provided that such a transfer shall not result in a density exceeding an average of 4.0 units per acre for the developable portion of the site. The set-aside area may be incorporated into the project for recreational uses or may be placed in an open space easement at the discretion of the Planning Commission.

2. Retail Commercial

The "Retail Commercial" classification is intended to provide properly located areas to serve the convenience shopping needs of people living in and using the plan area. The Texas Springs Area Plan proposes five acres of commercial--sufficient area for a neighborhood shopping center south of the intersection of Branstetter Lane and Texas Springs Road. The land designated "Retail Commercial" is located on an arterial street to provide optimum access and minimal disruption to residential areas.

Policies

- (2a) Implementing zoning should be the City of Redding's "U" Unclassified zoning, "C-1" zoning, or a similar commercial zoning district restricting development to convenience goods and service.
- (2b) Apply appropriate City or County retail or neighborhood commercial zoning classification.
- (2c) The minimum building setback adjoining arterial streets or open space areas is 15 feet. When adjacent to a residential district, the minimum building setback is 20 feet. The setback areas are to be fully landscaped and permanently irrigated.

- (2d) The maximum building height is 40 feet excepting that the building height shall not exceed 20 feet within 50 feet of an adjoining residential district property line.
- (2e) Roof-mounted signs shall not extend above the roof peak or mansard.
- (2f) A minimum of 20 percent of the site should be landscaped.
- (2g) Parcel map and use permit approvals shall require necessary right-of-way dedications and street improvements to provide adequate public street access to the developing property.
- (2h) The number of detached signs should be restricted to one per parcel and monument signs should be encouraged.
- (2i) Common driveways should be encouraged and outside display discouraged.
- (2j) Multiple-family uses should not be permitted.

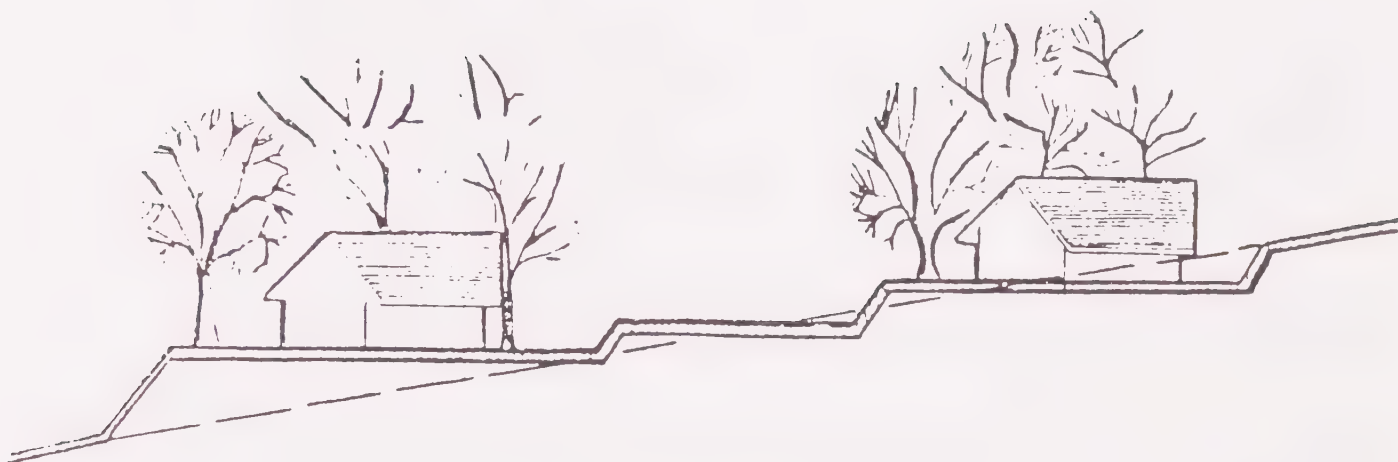


FIGURE 2
SLOPES LESS THAN 10%

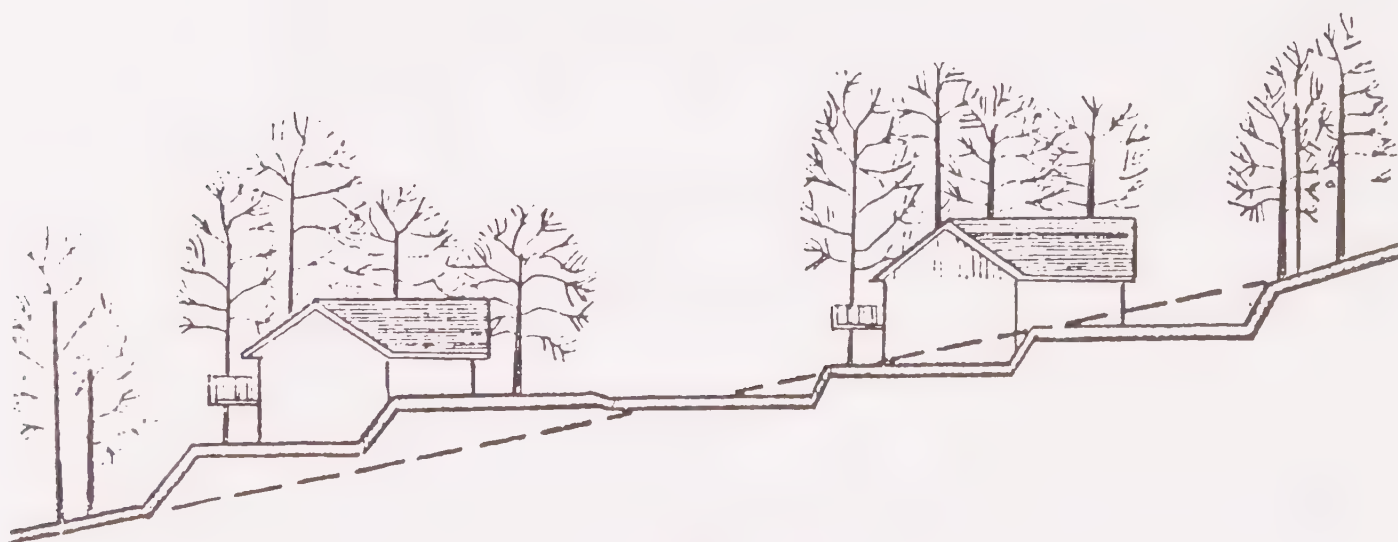


FIGURE 3
10%-20% SLOPES

3. Public or Institutional

This classification consists of public and quasi-public uses, including but not limited to schools, government offices, government services and facilities, fire stations, hospitals, cemeteries, wastewater treatment facilities, airports, and domestic water-storage facilities or landfills.

Public or institutional uses and the manner in which they are introduced into the community have a considerable influence on the image of the City and of the entire planning area. Further, such uses are often in or near residential areas, and care needs to be exercised in the siting of buildings, parking areas, play fields, landscaped areas, and the scale of the facility in regard to the context of the area in which they are located.

Some public and institutional facilities can generate considerable traffic--both vehicular and pedestrian. As such, their siting and methods of providing access and adequate off-street parking need to be given special attention.

The noise-generating functions of some of these uses may also require space separation and landscaped buffers between noise-generating parts and their neighbors, particularly where adjacent property is used for residential or other more restrictive uses.

The major proposed public or institutional addition to the plan area is a ten-acre elementary school site in the vicinity of the intersection of Branstetter Lane and Texas Springs Road.

Policies

- (3a) Provide a ten-acre school site within the plan area to be generally located near the intersection of Texas Springs Road and Branstetter Lane.
- (3b) Refer subdivision proposals to school districts for review and comment.

4. Open Space Conservation and Recreation

- a. Greenway "Greenway" is open space consisting of the 100-year floodplain of Olney Creek, Tadpole Creek, tributaries of Oregon Gulch, and land with a slope in excess of 20 percent. The floodplain is based upon the available FEMA mapping prepared for Shasta County, and areas with slopes in excess of 20 percent are based on the best available topographic maps. The basic intent of the designation is to protect the riparian habitat of the creeks and to discourage development that could be endangered by flooding. "Greenway" also benefits a plan area by providing relief from urbanization, buffering various land use activities, and can be used for a trail system or other passive recreational uses if acquired by the public. Because of these values, greenways should not be urbanized or defaced, and some public

access should be provided. The plan does call for the construction of storm-water retention basins as required to minimize the impacts of increased urbanization.

Policies

- (4a[1]) The floodplain areas shall be designated on the Area Plan as "Greenway," provided that one residential unit may be built above the flood level on an existing parcel that has no building site outside the floodplain, subject to a use permit provided both the unit and its inhabitants are protected above the 100-year floodplain elevation.
- (4a[2]) As part of subdivision review, the 100-year floodplain should be identified along the creeks in the Plan Area. Areas determined to be within the 100-year floodplain should be designated "Greenway" according to Policy 4a(1).
- (4a[3]) Riparian vegetation should be retained to the maximum extent feasible.
- (4a[4]) Dedication of open space easements incorporating "Greenways" shown on the Area Plan and other identified steep slope areas should be required as a condition of development approval. Recreational uses that do not require structures or removal of riparian vegetation should be permitted.
- (4a[5]) In those areas where future development plans show with certainty that a parcel or a portion of a parcel is not affected by the greenway criteria (slopes, riparian vegetation, flooding) then that parcel or portion of it may be developed in accordance with the adjoining land use designation. However, in order to preserve and protect the area's natural qualities and its wildlife, nonbuildable areas are proposed to be established within 100 feet of the centerlines of Olney Creek and Tadpole Creek and 50 feet from Oregon Gulch Creek. These areas shall be shown on recorded maps as either open space easement or shall be dedicated to the City.
- (4a[6]) Application of floodplain zoning regulations within the 100-year floodplains of Olney Creek, Tadpole Creek, and the tributaries of Oregon Gulch.
- (4a[7]) Dedication to the public of open space consistent with the "Greenway" designation of the Area Plan shall be required as a condition of development approval on parcels adjacent to the plan area creeks.
- b. Parks and Recreation No new park areas have been designated on the plan. As the area is subdivided, land should be dedicated for neighborhood parks or fees used to obtain Federally owned land. Joint development of recreational facilities with new schools would also be a desirable option. Park land or improved open space consists of both private and public open space. These areas

are intended to provide urban locations for both active and passive recreation activities. Parks, as described in the Recreation Element, include neighborhood, community, and regional parks. School playgrounds, although depicted as institutional uses, are also considered as improved open space. Examples of private parks are golf courses, tennis clubs, country clubs, etc.

Policies

- (4b[1]) For areas in County jurisdiction, enact a County ordinance requiring land dedication or in-lieu payments to provide neighborhood park sites in accord with standards similar to those applied to subdivisions within the City of Redding as a condition of residential development approval.
- (4b[2]) Actively pursue acquisition of Federally owned land for recreation purposes. Priority should be for land adjacent to designated school sites.
- (4b[3]) The development of hiking and riding trails should be encouraged in areas dedicated as floodplain and in those areas established as creekside corridors.

B. TRAFFIC AND CIRCULATION

At full development, the study area will generate approximately 49,000 vehicle trips per day (ADT - average daily traffic). A traffic analysis is presented in EIR-3-88. The existing roadway systems, for the most part, consist of low-standard, two-lane roads. A description of the roads follows, and Figure 4 displays current traffic counts.

Honeybee Road is a narrow, two-lane roadway, basically 20 feet wide. This road enters the study area from the southwesterly corner at Clear Creek Road and terminates at Texas Springs Road, which basically bisects the study area. The road alignment is rather substandard with short-radius horizontal curves and short vertical curves.

Texas Springs Road is a relatively narrow, two-lane roadway, basically 24 feet wide, which bisects the study area and serves as a collector street for existing, as well as future traffic. This road originates at Placer Road and traverses to its end at Branstetter Lane. The roadway is rather substandard with short-radius curves and short vertical curves.

Branstetter Lane is a variable standard road with the majority being substandard in width and horizontal and vertical alignment. The existing pavement width varies from 20 feet to 22 feet. The road begins at Texas Springs Road within the study area and ends at Westside Road outside of the study area.

Chaparral Drive is a narrow, two-lane road along the northerly boundary of the study area. The road currently carries only local traffic created by the residences that abut it. In the future, additional traffic would be carried by virtue of development within the study area. Future development

could expect to use this road for access to Placer Road, thence, to the urban core of Redding.

Clear Creek Road is a good standard two-lane highway 27 feet wide which carries some existing traffic from the study area and can be expected to carry some additional traffic as a result of development within the study area.

Current low traffic volumes have permitted the existing rural roadway system to operate at an acceptable level. The projected traffic volumes, however, show a substantial increase. Table 2 compares existing and projected traffic counts.

Table 2
Existing and Projected Traffic Volumes

<u>Location</u>	<u>Existing Traffic</u>	<u>Projected Traffic</u>
Branstetter Ln./Cedars Rd	1,695	31,920
Branstetter Ln./Texas Springs Rd.	290	27,930
Texas Springs Rd./Honeybee Rd.	370	6,650

It is perceived that one new significant route will become necessary to handle the expected traffic volumes. This will be a route that would connect to Placer Road, possibly via Chaparral, or a new route if more feasible. Because of the traffic volumes expected, the City of Redding's standard 40-foot-wide street section in a 60-foot-wide right-of-way should be adequate.

Existing roads within the study area will need upgrading as growth occurs. 40-foot-wide street in a 60-foot-wide right-of-way. Texas Springs should be planned as a high-standard 40-foot-wide roadway in a 60-foot-wide right-of-way from points "A" to "C" (Figure 4). Texas Springs Road and Branstetter Lane, from point "C" to State Highway 273, should be planned as an arterial. The current City standards require a minimum right-of-way width of 84 feet. Intersection spacing should be in excess of 600 feet. On-street parking should be prohibited and adequate turn lanes provided at intersections.

At full development, signals can be expected to be necessary at point "C" and all intersections easterly of point "C."

Congestion and operations problems can be expected to occur at Westside Road as growth occurs. Planning for the possible elimination or rerouting of the connection should be started at an early date.

All roads not discussed above, within the study area, will be adequate to carry the expected traffic volumes when constructed to City standards for local roads. The network of these roads will develop as project planning occurs.

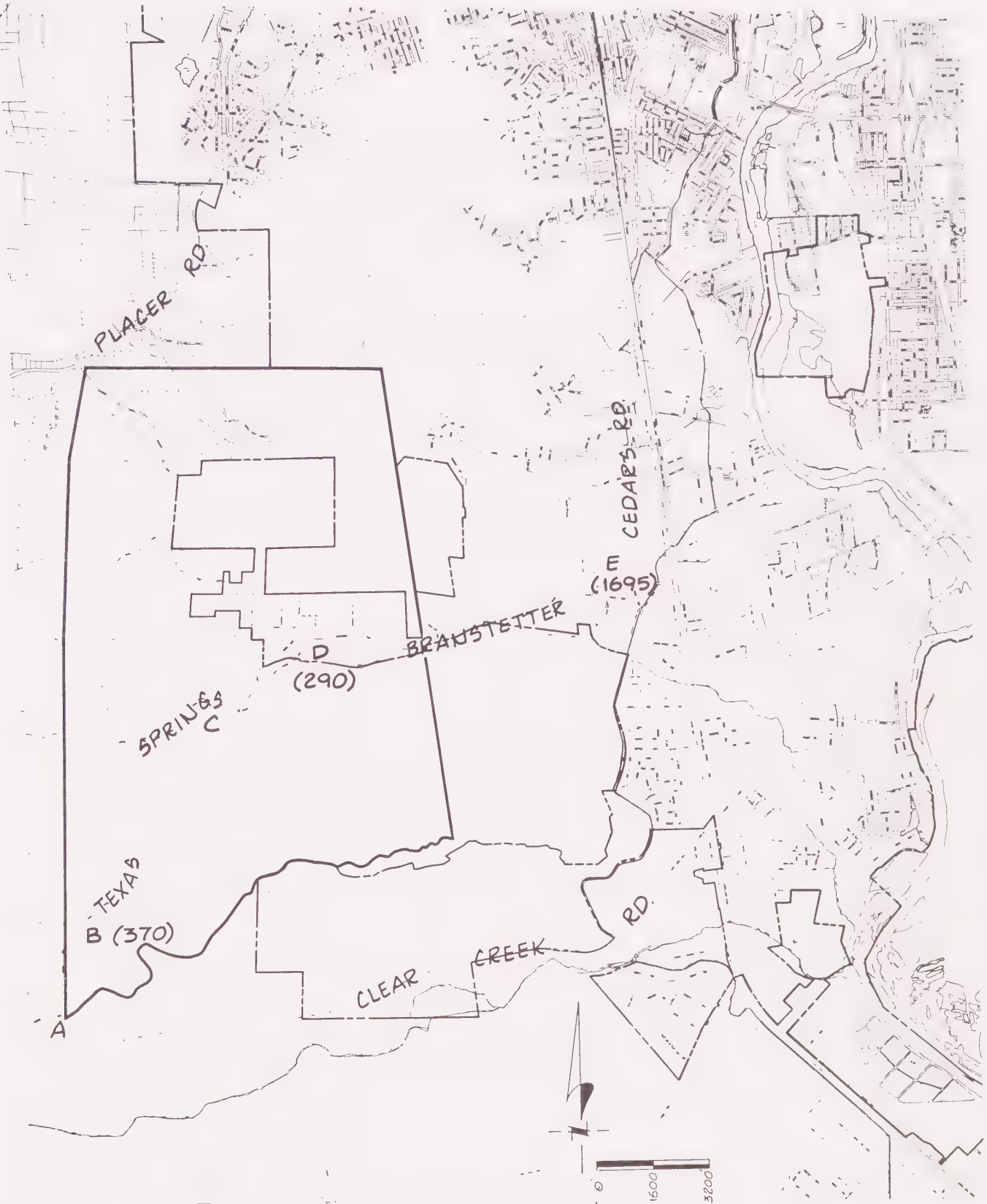


FIGURE 4
EIR-3-88
CURRENT
TRAFFIC COUNTS

The plan area also contains an existing network of unimproved private easements and publicly used roads. The lack of paving improvements creates problems associated with dust, erosion, drainage, pedestrian hazards, and maintenance. As development occurs, these roads need to be improved to urban standards, including the acquisition of public right-of-way.

Policies

- (B1) As a condition of development approval, require right-of-way dedication and construction of full or partial street improvements on existing arterial streets and necessary local streets.
- (B2) Major developments such as a single-family subdivision or development of the neighborhood commercial may be required to acquire and improve off-site right-of-way to provide adequate access.
- (B3) Utilize the Area Plan to establish an alternative alignment for Branstetter Lane as part of the subdivision or development approval process.
- (B4) Establish a benefit-fee system encompassing both City and County jurisdictions for those developments not adjacent to but benefitting from development of an arterial street system to contribute to off-site improvements to the arterial system, including widening and signalization.
- (B5) Where feasible, direct access from an arterial street shall be prohibited from residential lots and restricted from other uses; local street access shall be provided for those properties abutting an arterial.
- (B6) The City and County shall assist in the formation of assessment districts to upgrade existing substandard width and unimproved roads.

C. SEWER AND WATER

1. Sewer The Area Plan does not include specific proposals for wastewater collection or treatment. The majority of the plan area is within the service boundary as identified in the 1987 Master Sewer Plan. Necessary sewer extensions to serve the area will occur with new development (see Assumptions).

Policies

- (C1) Any new wastewater treatment, other than individual septic systems approved by the County Health Department, should be connected to the regional sewage treatment facilities.
- (C2) Encourage use of assessment districts and establish special development fees to fund wastewater facilities' improvements in the plan area and downstream from the plan area.

(C3) If public sewer is not available prior to issuance of a building permit, a sewage disposal permit shall be obtained from the Shasta County Health Department. Minimum parcel sizes may need to exceed those established by this plan in accordance with the requirements of the Health Department.

2. Water The Area Plan does not include specific proposals for water supply and distribution. Two separate entities--the City of Redding and Centerville Community Services District--will provide water service to the plan area.

Policies

(C4) Water systems adequate to handle domestic and ISO fire-flow requirements should be installed.

(C5) Encourage use of assessment districts to establish special development fees to fund water-supply improvements.

D. FLOODING AND DRAINAGE

The plan area is traversed by three intermittent streams, as depicted in Figure 5. These are Olney Creek, Tadpole Creek, tributaries of Oregon Gulch. All are tributary to the Sacramento River with Olney Creek being the principal creek in the study area.

The Federal Emergency Management Agency has delineated the 100-year floodplain only for a short section of Olney Creek within the study area. Where floodplains of the various creeks have not been mapped, the plan delineates "Greenway" for the probable floodplain areas.

Policies

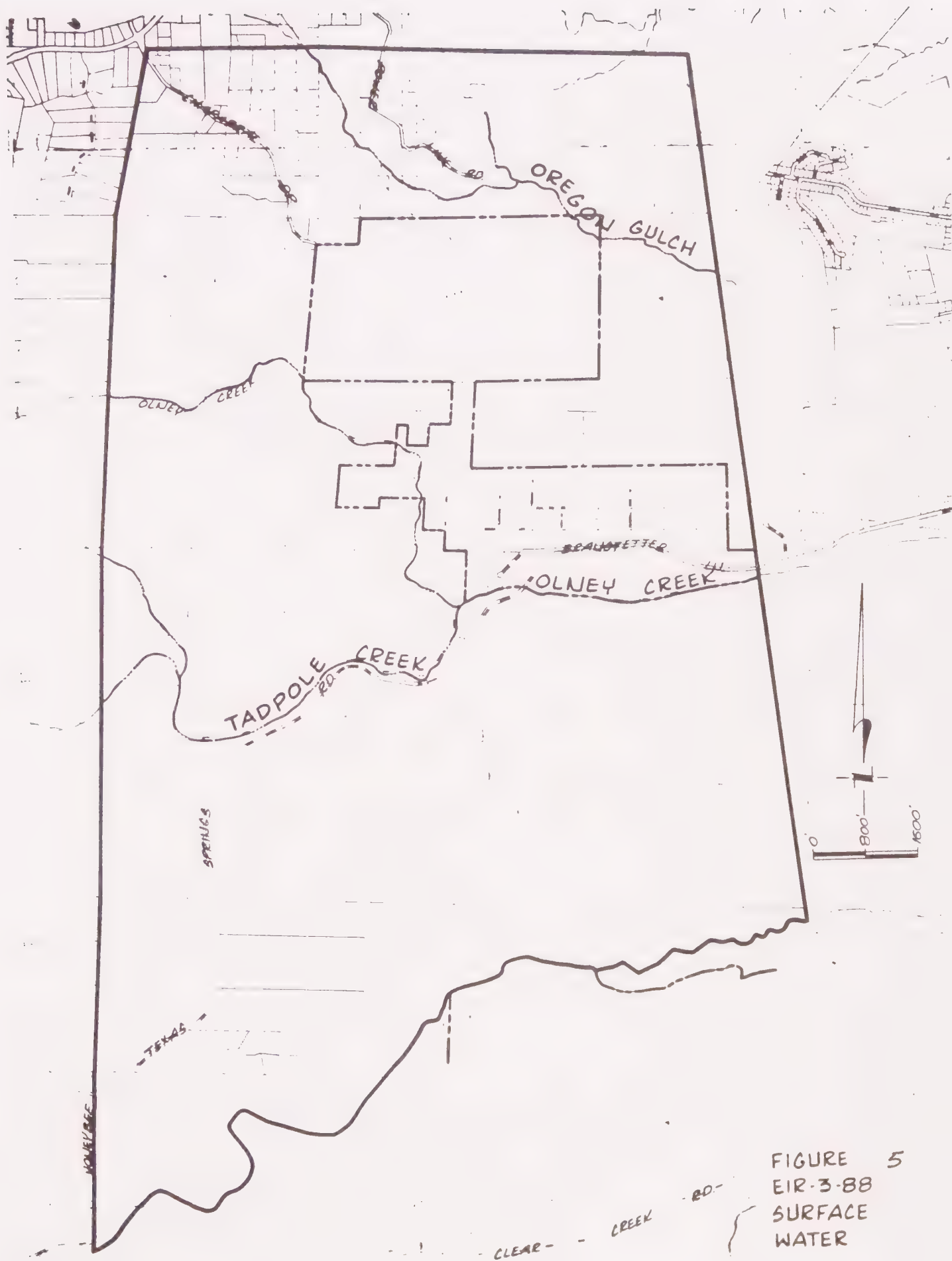
(D1) No structures shall be constructed within the 100-year floodplain of the Area Plan streams as shown on the most current flood insurance rate maps prepared by the Federal Emergency Management Agency. The 100-year floodplain shall be designated on the Area Plan as "Greenway."

(D2) Dedication of public open space or open space easements consistent with the "Greenway" designation of the Area Plan shall be required as a condition of development approval on parcels adjacent to the Area Plan streams.

(D3) Parcels entirely within a 100-year floodplain creek may be issued construction variances in accordance with the applicable County "F2" Restrictive Flood and City "FP" Floodplain Districts.

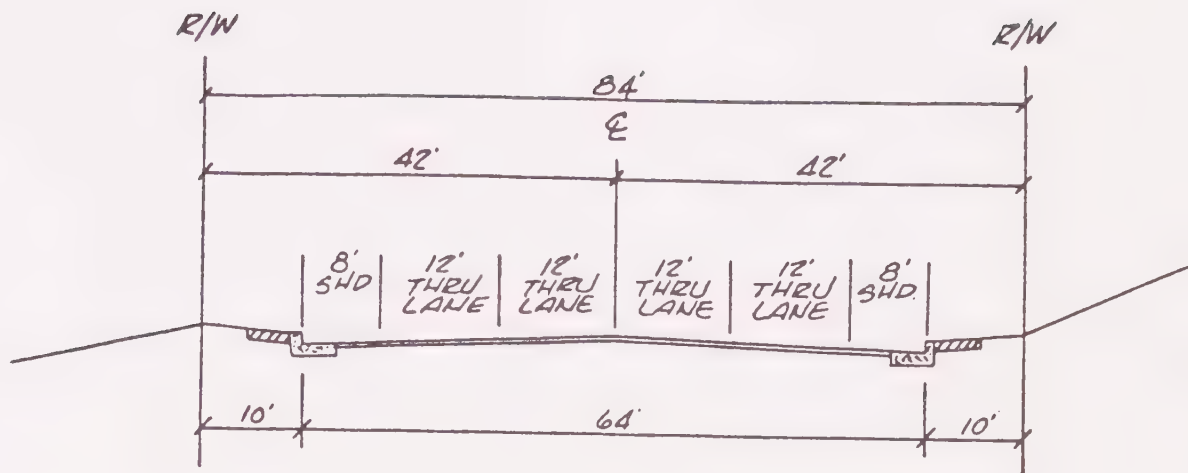
(D4) Any development contributing significant additional direct runoff to the Area Plan streams shall acquire a discharge permit from the Regional Water Quality Control Board prior to issuance of a building permit.

- (D5) Establish a benefit-fee system encompassing both City and County jurisdictions to contribute toward construction of downstream drainage improvements and improvements identified by a master storm drain plan. Such improvements include, but are not limited to, the construction of storm water retention facilities.

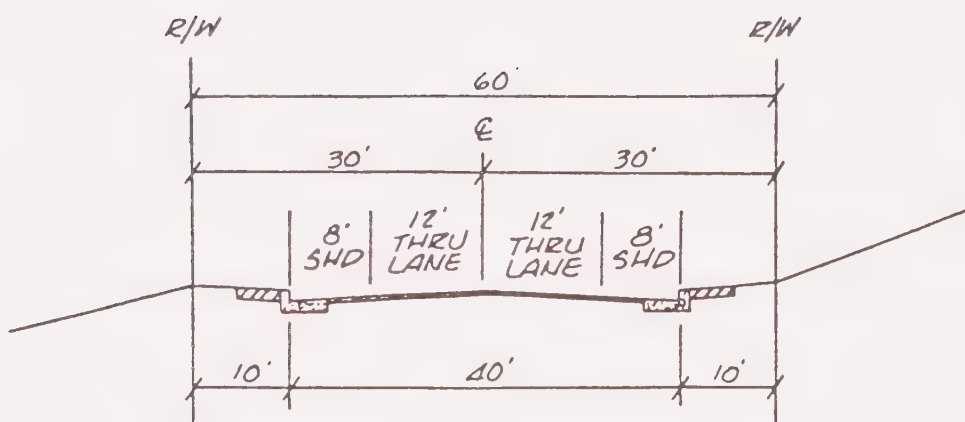


APPENDIX A

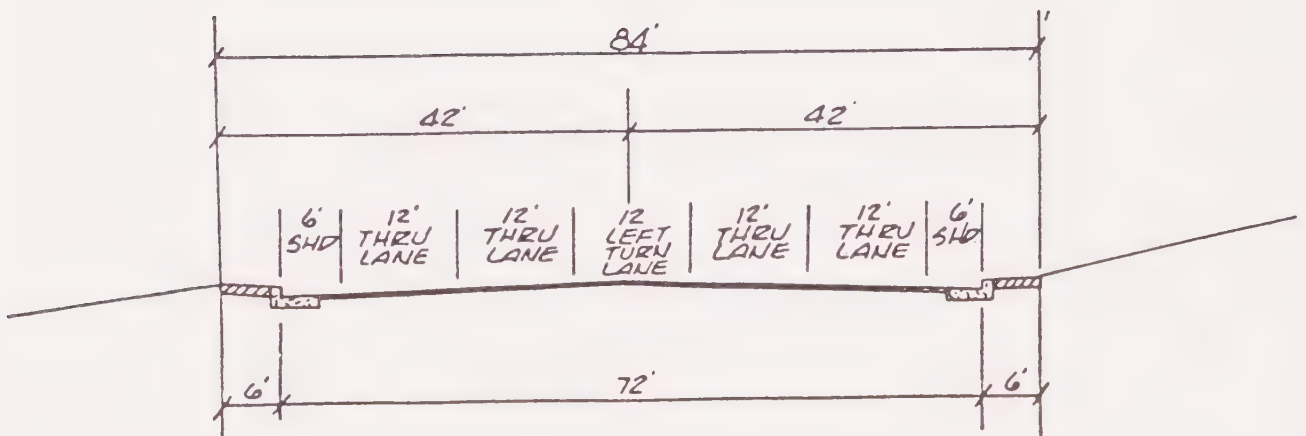
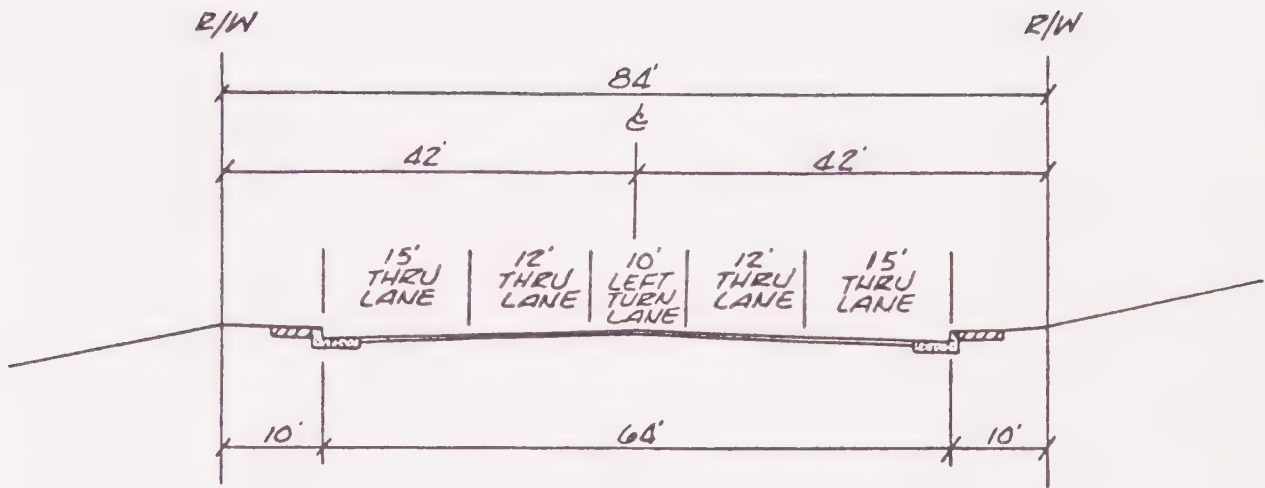
PROPOSED STREET CROSS-SECTIONS



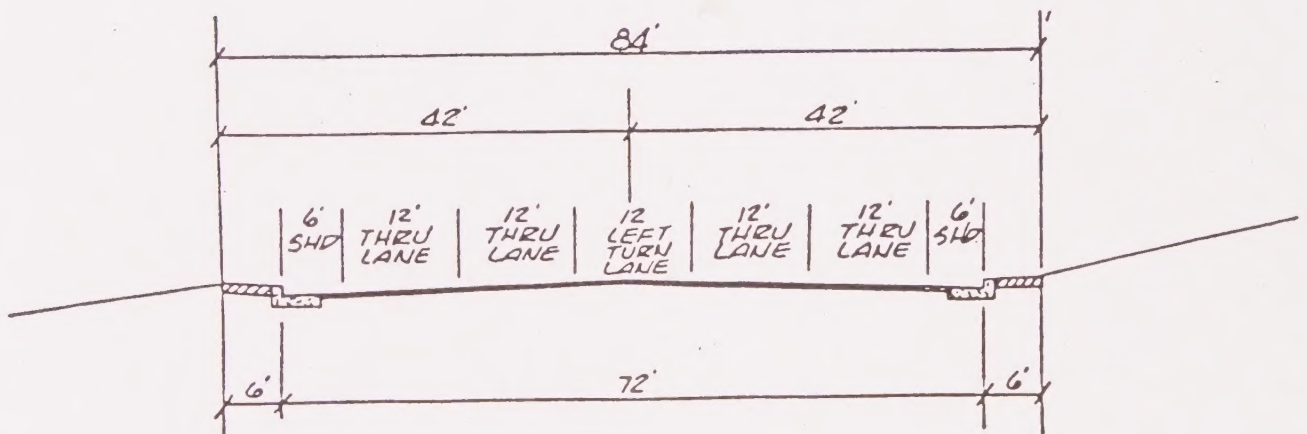
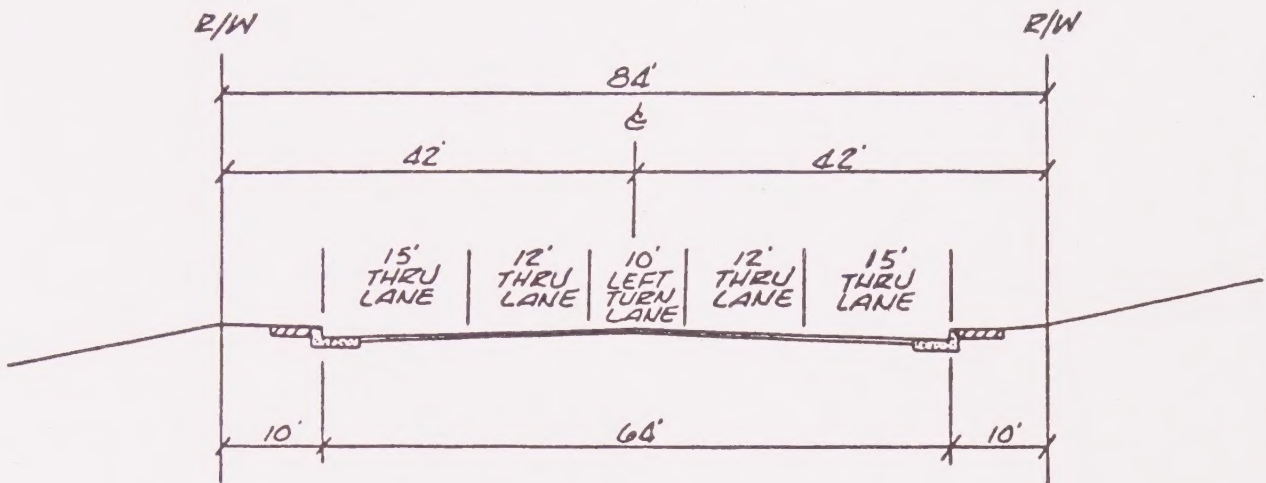
84' R/W COLLECTOR STREET STANDARD - 4 LANES



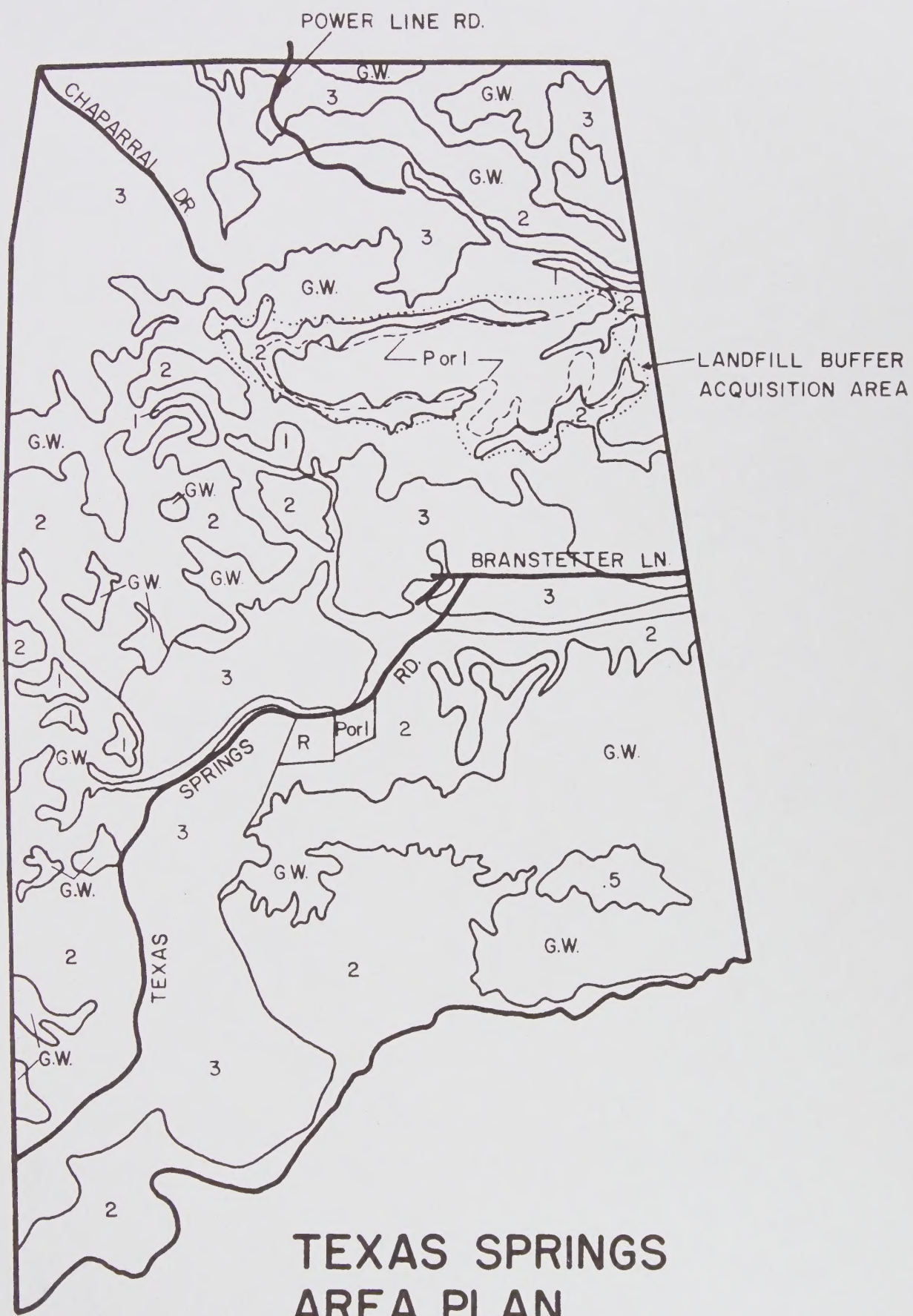
60' R/W LOCAL-COLLECTOR STANDARD - 2 LANES



84' R/W MAJOR ARTERIAL STANDARD OPTIONS



84' R/W MAJOR ARTERIAL STANDARD OPTIONS



NO SCALE

TEXAS SPRINGS AREA PLAN GPA-5-88

